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# Survey Speakers



**Erwin E. Dreese**

Professor Dreese was born in northern Michigan. He was educated in public schools during the time that Michigan was changing from a lumbering community to an industrial state. After graduating from Petoskey High School he remained as an instructor until he was able to enter the University of Michigan.

Contrary to most engineers, Professor Dreese entered the Arts "Lit" College where he remained for a year and one-half; and after considering all professions open-mindedly, he entered the College of Engineering.

During his sophomore year in engineering, the United States entered the World War and Professor Dreese volunteered his services. One of his instructors at Michigan, who was an officer in the Signal Corps, learned of his enlistment and had him transferred to Washington. He was commissioned to the office of the Chief Signal Officer at Washington and was placed in charge of purchasing and equity, distributing the communication equipment to the corps areas and training camps.

After establishing two signal schools he wished to go "over-seas," so he transferred to the signal corps training school at Newark, New Jersey. But as fate would have it, he was made an instructor, then a company commander but remained at Newark. Being chagrined at his "break," he explained his purpose to the commanding officer. The major promptly replied, "Dreese, that's the same reason I came up here."

After the war he returned to Michigan to receive his Bachelor's degree and later (after being an instructor) his Master's degree. He then had many offers from electric companies but finally accepted the position of chief engineer with the Lincoln Electric Company of Cleveland, where he remained for over five years.

Dean Hitchcock called at his office about four years ago and asked him to come to Ohio State. Professor Dreese has always enjoyed teaching and when this opportunity came he wished to accept. He wrote to the president of the company and stated that he wanted to resign. The president, being a graduate of Ohio State, finally gave his approval because of his loyalty to his Alma Mater. And in the words of Professor Dreese, "Here I am."

Incidentally, it is rumored from unauthentic sources that Professor Dreese does not tolerate any "shinagins" in his lecture classes. This is just a little tip to prospective E. E.'s.



**Harry E. Nold**

Professor Harry E. Nold was born at Leetonia, Ohio, on November 4, 1883. His elementary education was received in a country school, and he enjoyed the pleasures of country life during his boyhood. In 1903 he graduated from Arkon High School and entered Ohio State University in the fall of the same year.

He was compelled to leave school in March of 1905 because of ill health. A change of climate was necessary for the betterment of his health so he went to Mexico. Here he obtained a position with the Mexican Coal and Coke Company. This company operated sixteen coal mines scattered from five to 85 kilometers south of the United States border in the state of Coahuila, Mexico. Speaking of coal mines, Professor Nold remarked of the attitude at that time toward loss of life in that occupation. In his own words, "Loss of life in the mines then was taken as a matter of fact." He has witnessed and experienced mine accidents, but fortunately has never been injured. "Compared to the time I entered the mining in-

dustry, hazards today have been very greatly reduced," says Professor Nold.

He re-entered the University in January, 1908, receiving a student's assistantship and doing part-time teaching, receiving his degree in 1910. After graduation, one year of his life was spent in graduate work and part-time teaching at Ohio State. From 1911 to 1912 he was employed as superintendent of the Starr Hocking Coal Company of Hocking County, Ohio.

In 1912 a position as chief engineer again took him out of the United States to work with the Jasper Park Collieries Company, in Alberta, Canada, in the heart of the Canadian Rockies. Here Professor Nold lived the life of a rough and rugged backwoodsman. Pictures taken by him in Canada illustrate the far different type of life that he lived. It was the "really and truly" great outdoors. On one occasion he traveled hundreds of miles in a canoe to reach a destination where he prospected for gold. About this time the World War began and Professor Nold returned to the United States in the early summer of 1915.

In 1916, Professor Nold returned to his Alma Mater as an assistant professor, a position which he held until 1921 when he became a professor and chairman of the department of Mining Engineering. He still occupies the latter position.

### **Christopher E. Sherman**

Professor Christopher E. Sherman came to Ohio State University in 1890 where he started his study of engineering. He graduated in 1894 in Civil Engineering with high honors. The next two years he was occupied as a railroad engineer and was employed by the government. This work was concerned with geological engineering.

In September, 1896, he became an instructor at Ohio State in Civil Engineering. During the summer of 1898 he was employed by the United States government at Tampa, Florida, and Huntsville, Alabama, where his title was United States Assistant Engineer. His next two summers were spent at Yellowstone National Park where he worked on roads and bridges.

In 1902, Professor Sherman was appointed Director of Topographic Surveys for the State of Ohio and still holds this position. As director his work includes the measurement of the run-off of Ohio rivers. Under his direction, this state was the first to be completely mapped. The state has been divided into sections of fifteen miles square and maps have been prepared for each section. The topographic maps have been very useful to surveyors and engineers in preparation for other projects. This material is fully covered in a four volume final report, the last of which has just been printed.

Professor Sherman received his professorship in 1902 and since that time has been chairman of the Department of Civil Engineering. His published works include ten volumes, most of them being state reports in connection

with the topographic survey of Ohio lands and the work that he has been doing relating to Ohio rivers.



**Franklin W. Marquis**

Since his graduation from the University of Illinois, Professor F. W. Marquis has built an enviable reputation. After receiving his B.Sc. in M.E. in 1905, he was employed by the Kerr Turbine Co. of Wellsville, N. Y.

In 1905 he returned to the University of Illinois Engineering Experiment Station as research engineer. While here he was in charge of the design of the recording apparatus on the locomotive dynamometer test car and afterwards traveled all over the United States with the car. Later he had charge of the design, construction and operation of the locomotive testing laboratory at the University.

He has been assistant manager of the fuel conservation section of the U. S. Railroad Administration in Washington in 1918-19, and Development Engineer for the B. F. Goodrich Co. of Akron, Ohio, in 1927.

Mr. Marquis has been a professor in the Department of Mechanical Engineering since 1913 and is chairman of the department. He came to Ohio State after leaving the Illinois Experiment Station.

A year before this he had married Miss Elisabeth Parr of Urbana, Illinois. Franklin Parr Marquis, the older of their two children, is now a senior in Mechanical Engineering at Ohio State. The younger, Donald, is a senior at Columbus North High School and a high jumper on the track team.

No biography would be complete without at least one comment about some pet like or dislike of the subject. This is no exception and let it be said here and now that Mr. Marquis heartily dislikes the title of Professor when applied to himself. Mr. Marquis will be 52 years old next May and is starting his sixth year as chairman of the Department.